The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1146. 日八十月正年五十二緒光 MONDAY, FEBRUARY 27, 1899. 一拜禮 號七廿月二英港香 THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.

DODWELL & Co., LIMITED. *General Agents.*

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL.....10,500,000
RESERVE FUND.....6,960,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE. NEW YORK.
LONDON. LYONS.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 3rd October, 1898. [382

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Lauts, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | Kwan Hoi Chuen, Esq.
Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.

Hongkong, 30th November, 1897. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.....$10,000,000
RESERVE LIABILITY OF PROPRTORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
C. Beurmann, Esq.
J. J. Bell-Irving, Esq. | A. McConachie, Esq.
David Gubbay, Esq. | A. J. Raymond, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
R. H. Hill, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS.—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 18th February, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK (to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£450,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months....4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [31

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " " 6 "
5% " " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	CAPTAIN	TO SAIL	REMARK
JAPAN, &c.	*Canton**	D. C. Gregor, R.N.R.	About 2nd March	Freight or Passage.
LONDON, &c.	*Coromandel*†	F. N. Tillard	Noon, 4th March	Freight or Passage.
JAPAN	*Rosetta**	C. H. Watkins, R.N.R.	4 P.M., 4th March	Freight or Passage.
SHANGHAI	*Chusan*	E. Street	About 4th March	Freight or Passage.
LONDON	*Manila*	R. L. Haddock, R.N.R.	About 9th March	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 23rd February, 1899. [5

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

AQUARIUS

Telephone 75.

SPARKLING MINERAL TABLE WATER

(Manufactured from Treble Distilled Water)

IS the most suitable for mixing with Wines and Spirits; neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

"A PERFECT TABLE WATER."

CALDBECK, MACGREGOR & CO., *AGENTS*, AQUARIUS COMPANY.

Hongkong, 3rd February, 1899. [15

D. OLD TOM GIN
C. DRY GIN } $7 per doz.
L.

SOLE AGENTS:
H. PRICE & Co.
12, QUEEN'S ROAD.

Hongkong, 16th February, 1899. [20

CURRY

AT THE HONGKONG HOTEL.

TRY THE

W. POWELL & CO.

WOOL SHAWLS AND TRAVELLING WRAPS.

Hongkong, 11th January, 1899. [27

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL & CO., LIMITED, General Agents.

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PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.

Hongkong, 4th January, 1899. [28

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

W. BREWER & CO.

JUST LANDED.

NEW STOCK LADIES' AND GENTLEMEN'S WALKING BOOTS AND SHOES,

(these are the very best quality Northampton make).

NEW STOCK SPENCER'S MADRAS INDIAN CIGARS.
ANGLO-EGYPTIAN CIGARETTE CO.'S CIGARETTES.

These have now the largest Sale of any Egyptian Cigarette made: and are in hermetically sealed tins.

AMERICAN TOBACCOS.

Two Seas Aromatic Cut Plug.....½ lb. Jars.
Golden Square Mixture.....½ lb. Tins. | Raleigh Cut Plug.....½ lb. Tins.
Richmond Club....." | English Bird's Eye....."

A Large Collection of
BRITISH COLONIAL, FOREIGN RARE, SHANGHAI & CHINA LOCAL STAMPS.

1223] QUEEN'S ROAD, Under HONGKONG HOTEL.

A BRILLIANT SUCCESS.

BOVRIL AS A BEVERAGE

contains in a highly concentrated and easily degestible form the direct nourishment of prime ox beef, invigorating the healthy and strengthening invalids; whilst, for preparing sustaining Soups, Rich Gravies, Savoury Sauces, Croquettes, Rissoles and all Entrees, nothing equals

BOVRIL IN THE KITCHEN.

WATKINS & CO., Sole Agents.

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THE WEST POINT BUILDING CO., LIMITED.

(NOTICE OF CALL.)

NOTICE is hereby given that, at a MEETING of the Board of Directors of the above Company held at No. 5, Queen's Road Central, Victoria, Hongkong, on the Sixth day of December, 1898, the following RESOLUTION was passed.

"That a FIRST and FINAL CALL of "TEN DOLLARS ($10) per SHARE, upon "all the SHAREHOLDERS in the above "Company, in respect of all the shares "held by them in the above Company, be "and the same is hereby made. Such "CALL to be PAID to the Company at "their Bankers, the HONGKONG AND "SHANGHAI BANKING CORPORATION, "Queen's Road Central, Victoria, Hong-"kong, on or before the 1st day of March, "1899."

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
General Agents,
THE WEST POINT BUILDING CO., LIMITED.

Hongkong, 1st January, 1899. [1a

Insurances.

NOTICE.

THE MANON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894 [30

NORTH GERMAN FIRE INSURANCE COMPANY, OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895 [18

Intimations.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on WEDNESDAY, the 1st day of March, 1899, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1898, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th January, 1899. [146a

HONGKONG CLUB.

NOTICE.

THE THIRTEENTH YEARLY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE on WEDNESDAY, the 1st March, 1899, at 5 P.M.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 22nd February, 1899. [251a

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the Company will be held the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on MONDAY, the 13th March, at Twelve o'clock (NOON), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1898.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th instant to the 13th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Acting Secretary.

Hongkong, 13th February, 1899. [210a

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 14th March, 1899, at NOON, for the purpose of Receiving a Statement of Accounts of the Company to the 31st December, 1898, with the Report of the Directors, and to discuss any matters that may be competently Brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th March, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 20th February, 1899. [243a

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on WEDNESDAY, the 15th March, at Twelve o'clock (NOON) for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1898, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 15th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Manager.

Hongkong, 25th February, 1899. [264a

NAVY CONTRACT 1899-1900.

SEALED TENDERS in DUPLICATE will be received by the VICTUALLING STORE OFFICER, H. M. Victualling Yard, until NOON, on THURSDAY, the 2nd March, for the Undermentioned Articles.

Biscuit.	Raisins.
Soft Bread.	Rice.
Flour.	Milk Condensed.
Fresh Beef.	Sugar.
" Vegetables.	Fresh Milk, and
" Potatoes,	Sennet Hats.

Printed Forms of Tenders and Further Particulars can be obtained at the VICTUALLING STORE OFFICER'S OFFICE.

The right to reject the lowest or any Tender is reserved.

Hongkong Victualling Yard,
20th February, 1899. [240a

Auction.

To be Sold by
PUBLIC AUCTION,
at KOBE,
on the
4th March.

THE P. & O. S. N. Co's S.S.
"BRINDISI"
as she now lies in Nagasaki Harbour.

Built in 1880 by WM. DOXFORD & SONS at Sunderland.

Length 360 feet, Breadth 40 feet, Depth 31 feet.

Gross tonnage 3,688 tons. Effective Power of Engines 2,800.

Capacity of holds 4,550 tons of 40 cubic feet.

The Engines are in excellent preservation and the vessel, with some repairs, could be put in thorough sea-going condition, or she could be converted into an Admirable Hulk or Receiving Ship.

Private offers for the purchase of the vessel will be entertained in the meantime.

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th February, 1899. [211a

To-day's Advertisements.

QUEEN'S COLLEGE.

TERM begins MONDAY, the 6th March, at 9 A.M. on which day every vacancy will be filled. Applications for ADMISSION and READMISSION should be made AT ONCE.

GEO. H. BATESON WRIGHT, D.D., Head Master.
Hongkong, 27th February, 1899. [279a

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

THE SIXTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on THURSDAY, the 16th March, 1899, at 11 o'clock A.M., for the Purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1898, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to 16th March, both days inclusive.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 27th February, 1899. [280a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to BLACK SEA, LEVANT and ADRIATIC PORTS.)

THE Company's Steamship

"TSTRIA,"

Captain Rassevich, will be despatched as above on SATURDAY, the 4th March, A.M.

For information as to Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 27th February, 1899. [281a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Chartered Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Ports, on WEDNESDAY, the 1st March, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 27th February, 1899. [275a

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

THE Company's Steamship

"ESMERALDA,"

Captain Tayler, will be despatched for the above port, on THURSDAY, the 2nd March, at 5 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Manager.
Hongkong, 27th February, 1899. [276a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on SATURDAY, the 4th March, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th February, 1899. [277a

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA and the UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAR,"

4,425 tons gross register,

will be despatched on or about MONDAY, the 6th March, for VICTORIA and VANCOUVER, via MOJI, KOBE and YOKOHAMA.

The vessel has excellent accommodation for Saloon passengers. Through tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.
Hongkong, 27th February, 1899. [274a

"GLEN" LINE OF STEAM PACKET.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Darke, R.N.R., will be despatched as above on TUESDAY, the 7th March, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 27th February, 1899. [204a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, BIRKENHEAD AND SWANSEA.

THE Company's Steamship

"CHINGWO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 6th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 6th instant at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th March, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLIDAY, WISE & Co., Agents.
Hongkong, 27th February, 1899. [822a

To-day's Advertisements.

BIJOU THEATRE.

RECLAMATION GROUND, WEST POINT.

Another Phenomenal Rush on SATURDAY NIGHT.

TO-NIGHT, MONDAY, the 27th February. Last Night but

OF FIVE OF

D'ARC'S MARIONETTES.

THE SPANISH-AMERICAN WAR

PRICES AS USUAL.
Hongkong, 27th February, 1899. [118a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share and BONUS of 8% per Share for the six months ending 31st December, 1898, declared at MONDAY'S ORDINARY YEARLY MEETING, will be PAYABLE at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 28th February, and Shareholders are requested to apply for DIVIDEND WARRENTS at the COMPANY'S OFFICE, No. 14, Praya Central.

By Order of the Board of Directors, THOS. J. ROSE, Secretary.
Hongkong, 27th February, 1899. [278a

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

	Per doz. Case
B—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80
C—MANZANILLA PALE NATURAL SHERRY, White Capsule	12.00
CC—SUPERIOR OLD DRY PALE NATURAL SHERRY, Red Seal Capsule	12.00
D—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40
E—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40

B, *C*, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

DEATHS.

At the Shanghai General Hospital, on the 20th of February, ALEXANDER GEORGE PALMER, aged 28 years.

At the Shanghai General Hospital, on the 20th of February, VIGGO EMIL ALBRECHT, aged 29 years.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 27, 1899.

NOTES AND COMMENTS.

Now that the Honourable T. H. WHITEHEAD has started a crusade against the unflushed state of our sewers we trust that he will not allow the matter to rest, but will continue to wage a war against the insanitary state of the Colony in general. Many of our lanes and alleys, besides being a menace to the public health, from their filthy state are a disgrace to any civilized community. If our readers will take the trouble to spend an hour exploring the lanes and alleys lying between Queen's Road and the Praya, to the westward of Pedder's Street, they will be shocked and amazed at the disgusting state of filth which is allowed to prevail in many of the narrower thoroughfares.

* * *

Take for instance one of the lanes, of which there are many in the above mentioned area, on which the back doors of a couple of rows of Chinese houses open. The lane as a rule is about ten feet in width and the buildings on either hand are of three storeys in height. Each floor is inhabited and is fitted up with a Chinese kitchen and scullery in which is a sink down which waste matter of all descriptions finds its way. The sink discharges into an earthenware pipe running down the wall of the house and the pipe is open at each floor where the sinks discharge into it. It is no uncommon sight to see this drainpipe blocked at each of the three openings by garbage, with the result that the filthy liquid thrown down the sink, instead of running down the pipe, trickles out over the wall of the house and covers it for a considerable space on either side of the pipe with a fetid slime, while much of the liquid soaks into the wall itself.

* * *

The lanes also appear to be looked upon as common dustbins, and garbage of all descriptions, from rags and old boots to decaying fish and vegetable matter, is dumped into them to fester and breed disease as it lists. Is it to be wondered at that such localities are unhealthy? Yet nobody appears to trouble about the matter and the lanes and alleys, day in and day out, are left as filthy as ever. Such a state of affairs would be impossible in one of the larger thoroughfares for there would be a public outcry raised and the nuisance would soon be put a stop to. But these slums do not come under the notice of the public to any great extent and as they are not personally affected no notice is taken.

* * *

There must be a screw loose somewhere in the mechanism of our sanitary department. We cannot for a moment believe that any intelligent sanitary official would describe these lanes as sweet and clean; they are not so and could not be so described by the wildest flight of fancy. This being the case, the question naturally suggests itself, are these slums ever subjected to inspection on the part of our sanitary officials, and if not, why not? It is not so much the principal thoroughfares that need looking after, the public will call attention to any nuisances occurring in them quickly enough, but it is all these alleys and out-of-the-way corners that need to be looked after. Apparently our sanitary department treats the city as a Chinese driver does an engine—so long as the visible outside part is bright the interior may take care of itself.

REUTER'S TELEGRAMS.

FRANCE—FUNERAL OF THE LATE PRESIDENT.

LONDON, February 24th.

The Funeral of the late President Faure was impressive, and orderly throughout. President Loubet met with an excellent reception.

Demonstrations in the evening outside the office of the *Libre Parole* resulted in a row and Deputies Déroulède, Habert, Millevoye and others were arrested.

COLLISION BETWEEN RUSSIANS AND CHINESE AT TA-LIEN-WAN.

Mr. Brodrick speaking in the House of Commons said, that the Chinese version of a collision at Ta-lien-wan between the Russian and Chinese was, that a deputation of Chinese peasants asked for a reduction of the land tax and were fired on by the Cossacks.

CANADA AND THE UNITED STATES.

The Canadians bitterly resent the American attitude in the recent negotiations and demand tariff reprisals.

LOCAL GOVERNMENT OF LONDON.

Mr. Balfour has introduced a Bill for dividing London into areas for local Government, the City to remain untouched.

WEATHER REPORT.

The Observatory report says:—On the 26th at 11.40 a.m. The barometer has risen in Japan and on the E. coast of China. A high pressure area is central over Japan, and pressure is relatively low off the S. coast of China. Gradients slight in the North, moderate on the S. and SE coast of China. Forecast:—fresh NE and E winds; some drizzling rain or mist.

On the 27th at 11.45 a.m. The barometer has risen slightly on the S. coast of China, fallen moderately on the E coast. A depression seems to be moving Eastwards in Central China, and pressure is high over the Sea of Japan. Gradients slight in S. China, and in the N. part of the China Sea. Forecast:—moderate or light E winds; cloudy, misty.

LOCAL AND GENERAL.

THE gold fever in Soerabaya is reported to be below zero and the Netherlands Handelmaatschappij is reported to be about to discontinue operations in Pagoeat.

A PICK-UP game of Hockey will be played to-morrow, Tuesday, at 4.45 p.m., on the Club ground. A match will probably take place on Thursday, Club *v.* Navy.

THE Russian transport *Petersburg* arrived at Singapore on the 17th inst. from Odessa *en route* to Vladivostock. She had on board 1,444 recruits and 121 passengers.

A NEW Plan, showing the roads, names of people and all local industries in the Shantung Province, has been issued by Mr. Justus Perthes for the German Government.

BY kind permission of H.E. Admiral von Diedricks, Capt. Stubenrauch and officers of S.M.S. *Kaiser*, the band will play at the Ladies' Recreation Club to-morrow from 3.30 to 6 p.m.

ANOTHER portion of the Pekin Syndicate exploring party left Shanghai on the 20th instant by the s.s. *Chungking* for Chefoo, including Major Brazier-Creagh, Capt. Twiss, R.E., and Mr. Glass, C.I.E.

MR. Gerald Browne, Government Secretary, Selangor, is seriously ill with typhoid fever. Mr. Campbell is acting for him. Miss Jessop, the Selangor nurse, being ill also with fever, a special nurse had to be fetched from Singapore to attend to Mr. Browne.

CEYLON had no six cent stamp in readiness for the new ocean-postage charge. The 15-cent stamp has been marked down for the present and so will give philatelists a new specimen for their collection.

AT a meeting of the Directors of the Shanghai-Sumatra Tobacco Company held at Shanghai it was decided to recommend to the shareholders at the approaching Annual Meeting, a final dividened of 15 per cent., in respect of the 1897 crop, making 40 per cent. for the year—and to carry to the Reserve Fund about Tls. 36,000.

AN aged Malay woman, Mah Bunga, a native of Benconlon, who is said to have been born in 1792, was buried at Singapore on the 17th inst. She was formerly well-known as a nurse, holding several testimonials from Dr. Bentley, and was the mother of two sons, one of whom it is stated has been with Messrs. John Little & Co. for forty years.

SINCE the northern ports have been closed up during the winter, little or no traffic has taken place, even overland, with Tientsin and Newchwang; but a Shanghai contemporary notes that the first steamer, the *Hae-an*, for those ports, left Shanghai on the 21st inst., with passengers and goods; and will now be followed regularly by other boats.

THE German Consul assures us that there is no foundation whatever for the statement which was published in a Straits paper some time back and copied by us, among other journals, to the effect that America suspected Germany of rendering assistance to the promoters of a filibustering expedition fitted out in Hongkong. We can assure Dr. Richoff that his assurance is quite superfluous, for we are convinced that Germany would never have stooped to such methods.

A TSINGKIANGPU (Grand Canal) dispatch reports the arrival at that place of H.E. Liu Shu-t'ang, Governor-designate of Chêkiang, on the 19th inst., *en route* for his new post at Hangchow, having come down overland from Peking instead of taking steamer at Peitaiho as at first intended. H.E., on arrival at Yangchow, may continue his journey overland *viâ* Soochow, or may take steamer at Chinkiang for Shanghai and thence by steam launch to Hangchow. A curious coincidence in the transfer of Liu Shu-t'ang from the Governorship of Honan to that of Chêkiang is that Liao Shou-fêng, whom the former succeeds, was Liu's Treasurer in Honan when promoted to Chêkiang. Liao now resigns and his former superior officer succeeds him.—*N.C.D. News.*

SOME days have elapsed, says the *N. C. Daily News* of 22nd inst., since news of the rebellion in Anhui has reached this port owing to the censorship of the mandarins over the telegraph lines as soon as the uprising was seen to be more than a mere insurrection. According to the latest private letters from Nganking, the capital of Anhui, it appears that a trial is being made of what rice distribution to the malcontents will do to stop disturbances, hence, the troops have been formed as a cordon around the unruly districts and proclamations have been issued inviting the people to come and get food. Large quantities of grain have been distributed during the past three weeks and the people are still flocking to the improvised granaries. But there are those who hint that as soon as the rice distribution becomes exhausted and the insurgents have stored enough grain to feed themselves, the disturbances will commence again owing to the unpopularity of the local officials. Until, indeed, the head chiefs of the rebellion are captured and punished it is doubted whether it can be stopped.

ROYAL ENGINEER VARIETY CLUB.

It is a rule in this club that an entertainment should be given just previous to the departure of a draft of Royal Engineers from the station, and as those who have completed their three years sojourn in Hongkong are expecting to go home by the P. & O. steamer *Manila* early next month, it was decided to give a performance. Last Saturday night's performance passed off without a single hitch, before a crowded and enthusiastic audience, many of the Corps Officers graciously giving their patronage.

As in all these farces or "curtain raisers" as they are styled in England, the plot of the farce "Cool as a cucumber" is somewhat of a minus quantity and depends solely on the ability of the actors to make as much amusement out of the ridiculous situations in which they are placed. Spr. Connolly, who took the part of "Plumper" a young gentleman with an assurance that was most enviable, walks into "Old Barkin's" house and claims acquaintance with his son Frederick (Spr. Minters), who is supposed to be travelling on the Rhine, but comes home and is captured by Plumper as a burglar. The crisis is reached when Barkins finds out that the burglar with who Plumper has been frightening him is his own son, who has come home on account of an unconquerable attachment to his cousin Miss Jessy Honiton. The situations are comic and well thought out.

The Variety turns were decidedly a great success and alone worth the small entrance fee exacted.

THE SICAWEI OBSERVATORY.

French astronomy is regaining in China the influence which it had in the seventeenth century, when the French missionaries had obtained the favour of the then Emperor. The observatory in Paris has just completed the shipment of a grand equatorial, constructed in Paris under its supervision, for the observatory at Sicawei, near Shanghai. This instrument has a diameter of 0.40 mètres (15¾ English inches); it has two objectives, one for the optical inspection of celestial objects, and the other for photographing them. It is specially designed for the execution of the map of the heavens. All the documents in connection with this vast operation have just been forwarded. The mechanical parts and the frame of the cupola have also been made in Paris, but the covering of the dome with iron sheets will be executed on the spot by Chinese labour. The observatory is under the direction of Père Froc, who studied astronomy at the observatory of Montsouris, founded by Admiral Mouchez. His assistant is Père de Beaurepaire, a former pupil of the Polytechnic School, who, after having studied at Montsouris, perfected and completed himself in the great English and German centres. These astronomers will certainly prove themselves worthy of their predecessors. It is from the observatory of Sicawei that all the steamers calling at Shanghai take their time by the aid of a time ball, similar to the one in use at Greenwich.—*L. & C. Express.*

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

At noon to-day the ordinary yearly meeting of shareholders in the Hongkong and Whampoa Dock Company, Limited, was held at the offices of the Company, No. 14, Praya Central. Mr. J. H. Lewis presided, and there were also present Messrs. N. A. Siebs, J. B. Van Buren, Hon. J. J. Bell-Irving, C. Beurmann, A. Haupt, E. S. Whealler (directors), D. Gillies (Chief Manager), T. J. Rose (Secretary), H. Wicking, H. Humphrey's, G. de Champeaux, J. R. Michael, W. Parfitt, R. Mitchell, W. G. Winterburn, and C. D. Craddock, J. Thorburn, and H. M. S. H. J. Esmail.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, the report and statement of accounts having been in your hands for some days, with your permission, we will take them as read. You were informed at our last half yearly meeting that the returns for the opening part of the past six months were not quite so favourable, but later on our business increased largely, and I am now pleased to be able to express the opinion that, taken as a whole, the accounts may be considered as very gratifying. The nett sum available for appropriation stands at $487,495.79 and, subject to approval, your Directors recommend the following distribution being made, *viz*:—that a dividend for the half year of 8 per cent and a bonus of 8 per cent, collectively $250,000 be paid to shareholders; a bonus of $20,000 to contributing shareholders and a bonus of $25,000 to the European staff; that $69,955.94 be written from the value of the Kowloon Docks, $25,345.10 from the value of the Cosmopolitan dock, $5,000, from the steam launches and to carry forward the balance $92,194.75 to the new account; the allotment of our profits in the manner stated will, we trust, be considered satisfactory. You will observe that we have placed nothing to the credit of reserve account on this occasion, but a fair amount has been written from the value of both Kowloon and Cosmopolitan docks and, as already advised, we find our workshops and plant quite inadequate to meet the large increase in our business, so that large sums are now being laid out in reconstruction and new machines of the most improved type; such being the case, we consider the policy of writing down the more expedient in the interest of shareholders. In the month of October last H.M.S. *Powerful* was successfully taken into the company's No. 1 dock at Kowloon, this being the largest vessel in both tonnage and draft of water that we have ever docked, and I am pleased to say that the operations of docking and undocking were carried through without any hitch or difficulty. It was also the intention of the Commander in Chief on the station to have placed H.M.S. *Victorious* in the same dock, but after a careful investigation had been made of the plans of the ship and the width of the dock entrance, it was found that the clearance on either side was so limited that it was with great reluctance we concluded it would be unsafe to attempt docking a vessel of her size. The matter of docking vessels of extreme dimensions has occupied the attention of your directors for some considerable time, because we find it very difficult to provide the necessary accomodation required for many of the larger vessels now trading to the port. With a view, however, to meeting immediate wants we have decided, as you will have observed in the report, to lengthen the Admiralty dock 50 feet. The approximate cost of this extension will be about $25,000, and I am pleased to inform you that while this work is being carried out the dock will continue to be available for docking purposes. It is of the utmost importance that we should possess every facility for docking the largest merchant vessels, otherwise the accomodation will be provided elsewhere and be the means of bringing keen competition into our business; and as the larger type of vessels are rapidly increasing in number, the time is we think approaching when we shall have to recommend to shareholders the necessity for constructing a new dock on the same lines as the Admiralty dock but having a length of 750 feet on the blocks. At our last half yearly meeting I informed you that our Articles had been sent to a specialist in London for his advice. We have since received his opinion that our Articles, as framed from time to time, have all been in order, but for the sake of simplicity and to avoid possible complication, he thinks it wise to apply to the Supreme Court here to sanction a Memorandum and a set of new Articles and to this end your directors have instructed the company's solicitors to take the necessary steps. The London specialist was Mr. Buckley, Q.C., a leading authority on Company Law. Our returns for the months of January and February are most encouraging; the establishments are all full of remunerative work and we may look forward with confidence to another excellent half year. I have very great pleasure in again bringing to your notice our high appreciation of the very valuable and efficient services rendered by the staff; to their zeal and ability is due in some measure the continued success and prosperity of the company, and as a token of our recognition of the good work done by them we have recommended a bonus of $25,000, which we trust will meet with your approval. Before proposing the adoption of the report and statement of accounts I will be pleased to answer to the best of my ability any questions that shareholders may wish to ask.

No questions being asked, the Chairman proposed the adoption of the report and statement of accounts.

Mr. Humphreys, in seconding, said—I am glad to see that provision has been made for a bonus to the Company's staff. The success of every great concern in Hongkong depends entirely upon the ability and vigilance of the European staff, and I think every shareholder will agree that the Dock Company's staff deserve everything they have got, I think, too, that the shareholders owe a good deal to the directors, for if it had not been for their foresight in building Admiralty Dock when they did our dividends of late would not have been as large as they have been. I am glad to learn from you, Mr. Chairman, that the directors propose to construct a new dock at Kowloon which will be capable of accommodating the largest vessels afloat. I think the proposal must commend itself to every shareholder. The Chairman also made reference to possible competition. I should like to say a word or two about that. We have had a prosperous half year and I think the next half year will be still more so, but there is danger in being too prosperous. We make a target to be shot at, and I think the present price of our shares forms a target sufficiently large to incite any capitalist to have a shot at us. In Australia and elsewhere under similar conditions they go in for what is called "watering the stock." They give the shareholders new script free of cost and I think it would be worth the directors' consideration whether they should not adopt some such scheme as that with our shares, as they are altogether too unwieldly at present. I would ask the directors to consider the suggestion.

The motion was carried.

On the motion of Mr. Parfitt, seconded by Mr. Champeaux, Messrs. C. Beurmann and E. S. Whealler were re-elected directors.

Messrs. Thos. Arnold and S. G. Bird were re-elected auditors, on the motion of Mr. Craddock.

This was all the business. Dividend warrants will be ready to-morrow.

HONGKONG LEGISLATIVE COUNCIL.

This afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency the Governor (Sir Henry Blake, G.C.M.G.), H.E. Major-General Gascoigne, C.M.G., the Hon. J. H. Stewart Lockhart (Colonial Secretary), the Hon. H. E. Pollock (Acting Attorney-General), the Hon. R. Murray Rumsey (Harbour Master), the Hon. F. H. May, C.M.G. (Captain Superintendent of Police), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. C. P. Chater, C.M.G., the Hon. Dr. Ho Kai, the Hon. E. R. Belilios, C.M.G., the Hon. J. J. Bell-Irving, the Hon. T. H. Whitehead, the Hon. Wei A Yuk, and Mr. G. F. T. Buckle (Clerk of Councils.)

THE FLUSHING OF SEWERS AND DRAINS.

The Hon. T. H. Whitehead had given notice of the following questions:—

(1) Are the Government taking steps to provide for the flushing of the drains and sewers and the watering of the roads throughout the city by the construction of tanks along the upper levels either for fresh or salt water, and if the latter for the construction of the necessary pumping stations?

(2.) Are the Government taking any steps to introduce destructors for the disposal of the city refuse?

The Colonial Secretary—I beg to answer as follows:—

The answer to the first question is, the Government is advised that no such provision is at present required. There are now in use in the city 32 automatic flushing tanks placed in the most suitable positions. The sewers have been laid to self cleansing grades in nearly every case, and through them pass daily most of the 3,000,000 gallons of water consumed in the city every 24 hours. An examination of these sewers at any of the manholes usually shows them running half full of water. Regarding the use of sea water for flushing drains, Mr. Cooper in his report on the water supply in 1896 wrote as follows:—"During recent years many seaside towns have adopted a dual system of water supply, using sea water for watering streets, flushing drains, fire service, etc. In considering the foregoing the practicability of adopting such a system for the city of Victoria has not been lost sight of, and though the use of sea water favours deposits in sewers its adoption for street watering has advantages over the use of fresh water, and may with advantage be used in comparitively level localities. Any project for the utilisation of sea water for such purposes in the city of Victoria, owing to the varying elevations of the built area, viz.; from practically sea level to 600 feet above sea level, must necessarily involve the installation and maintenance of pumping machinery and the construction of service resevious in addition to those used for the water supplied for potable purposes. It would further be necessary to lay throughout the city a separate system of distribution mains and hydrants. The cost of such a project would not compare favourably with the gravitation projects put forword in the preceding passage of this report," and consequently I am of opinion no such project should be entertained so long as a supply of fresh water sufficient for all purposes can be obtained at a reasonable cost by gravitation." The cost of pumping up sea water to the 600 foot level, and laying distribution mains in order to use it for flushing sewers would be prohibitive even if desirable. Further storage of water in the Tytam Valley is projected, and with a more abundant water supply the flushing tanks may be used more freely. The answer to the second question is: The Government has obtained reports and estimates which have just been laid on the table regarding refuse destructors and the subject is at present under the consideration of the Sanitary Board.

THE KOWLOON HINTERLAND.

The Hon. E. R. Belilios, C.M.G.

(1.) The Special Commissioner appointed to report on the newly-leased territory at the back of Kowloon having duly made such report to the Colonial Office, returned to Hongkong, and resumed his duties as Colonial Secretary, will the Government lay on the table copy of his report and of all correspondence in connection with the extension of the Colony?

(2.) Will the Government be good enough to state when and how the new territory will be taken possession of?

(3.) Has any hitch occurred in the negotiations to cause the delay which has taken place?

(4.) Will the leased area become part and parcel of the Colony of Hongkong administered by the existing officials, or is it designed to govern the new territory?

(5.) If it has been decided to make it a separate administration, will the Government say whether any estimate has been given of the cost of such undertaking?

(6.) Has the question of Chinese jurisdiction or otherwise in the City of Kowloon been settled?

(7.) If Kowloon City is not included in the concession, will the Government state what steps have been taken to relieve the harbour of Hongkong of the supervision of the Chinese Customs Cruisers?

(8.) Are the existing Customs stations on the borders of the Harbour to be set back to the outer edge of the new frontier?

The Colonial Secretary—In answer to these questions I have to reply as follows: the answer to the first question is, they cannot be laid upon the table at present. The answer to the second is, as soon as the northern boundary has been defined. The answer to the third question is, no. The answer to the fourth question is, the leased area will become part of the Colony. The details of the administration have no yet been finally settled. The answer to the fifth question is, the estimate of the cost of administration is not yet complete. The answer to the sixth question is, yes. The answer to the seventh question is, the Customs are to be removed from the harbour and new territory. The answer to the eighth question is, this question is not sufficiently defined; this Government cannot say what the Chinese Government will do. This Government only knows, as already stated, that the Customs stations are to be removed from the harbour and new territory.

FIRST READING.

On the motion of the Acting Attorney General, seconded by the Colonial Secretary, the first reading was passed of a Bill entitled An Ordinance to provide for the Performance of Divine Worship and other Services in accordance with the Rites and Ceremonies of the Church of England at Saint John's Cathedral Church at Victoria and elsewhere in this Colony; for the Incorporation of a Church Body in which the said Cathedral Church shall be vested and by which it shall be administered; and for other purposes connected with the said Cathedral Church.

THIRD READING.

On the motion of the Acting Attorney-General, seconded by the Colonial Secretary, the Bill entitled An Ordinance to amend and

consolidate the Law relating to Prisons, was read a third time and passed.

The Council adjourned for a fortnight.

FINANCE COMMITTEE.

A meeting of the Finance Committee was subsequently held, the Colonial Secretary presiding, and the following note was agreed to:—A sum of ($3,500) for the erection of a temporary Bungalow at "The Cliffs."

The Hon. E. R. Belilios voted against, contending that it would be better to erect a permanent place for His Excellency at the Peak instead of putting up the temporary structure suggested.

FLUSHING—DRAINS—AND WATERING ROADS.

The Hon. T. H. Whitehead forwards the following extracts from reports of the Medical Officer of Health of the Borough of Lowestoft in 1893-1894 and from a lecture delivered here in 1897, as bearing on the use of sea-water for the flushing of sewers, the watering of streets, etc.:—

EXTRACT FROM REPORT OF MEIMCAL OFFICER OF HEALTH OF THE BOROUGH OF LOWESTOFT 1893.

The lesson taught by Ballard's theory, and our own corroboration of it, is a simple one, and it is this; that if we wish to abolish deaths from zymotic diarrhoea, and from cholera, whether English or Asiatic, we must purify our subsoil and its surface water. To do this, there cannot, to my mind, be found a more simple nor yet a more efficacious method than the watering of our streets, the spraying of our slums and alleys, and the sluicing of our drains and sewers, with edectrolysed sea-water. For many year's past it has been known that the passage of an electric current through sea-water would set free a certain amount of chlorine of ozone and of other more complex oxidizing bodies, which convert the sea-water into a powerful disinfecting fluid, and as I am aware that the Council contemplate a scheme of street-watering by sea-water, I take this opportunity of urging upon them the desirability of considering the further advantages which will accrue, if a current of electricity of low voltage be passed through the storage tanks before the sea-water is drawn off for flushing and watering purposes. I may say that this is a modification of M. Hermite's system of the treatment of sewage by electralysed sea-water, which was found so successful during the autumn of 1893 at Havre and Lorient, both of which towns had suffered severely from Cholera during the previous year. The additional cost of plant sufficient to produce the necessary electric current is small, while the increased value of the sea-water for purifying our drains and sewers and destroying the tellugic organisms upon which so much sickness depends, is great indeed, and the lavish distribution of so cheap and harmless a disinfecting fluid would do much to check the preventible mortality, especially among the infant population of the Borough. There can be no doubt whatever that the regular ebb and flow of the sea, with its purifying influence upon the subsoil water, is the principal factor in the causation of the low death-rate, the low zymotic rate and the entire absence of deaths from zymotic diarrhoea in the East ward of the Borough.

The additional plant required to complete the scheme as proposed by your Surveyor would consist in the provision of an electrical dynamo worked by a 12 h.p. gas engine at each pumping station, or if preferred at each storage tank; the former being the more economical method as additional labour would thus be obviated and less plant would be required. The entire cost of this additional plant of the size requisite to deal with the quantities of sea water proposed by the Surveyor in his scheme, would I am informed by M. Hermite's English agents be about £1,000 if erected at the pumping stations, or about £2,000 if erected at the storage tanks, while the working expenses of the scheme would be little if at all increased, and there is no doubt that a considerable proportion of the £66 or £70 now paid annually by the Sanitary Authority for disinfectants could be obviated by the use of this liquid.

The electrical current generated by the dynamo is passed for about 24 hours through the sea water and by its action certain powerful oxidising bodies are set free in the liquid and when this is added to sewage matter the whole of its organic constituents, whether solid or in solution, are rapidly dissolved and destroyed (oxidised) and the sewage thus rendered inodorous and innocuous.

1894.

The remedy suggested by many for the purification of sewers and the abolition of the nuisance arising from surface gratings is more copious and more systematic flushing with water, and there can be no question that in addition to the cleansing effects of a sudden rush of water along a closed conduit, that water has immense capabilities of absorption of the sewer gases, and where practicable this is undoubtedly an integral part of the duty of every Sanitary Authority, although to judge from the Report of Mr. Mansergh, it cannot be relied upon to abolish the nuisance of surface ventilators. I cannot, however, disregard the fact that this flushing is most essential in hot dry weather, and it is just at such times that many towns are put to great straits to secure a sufficiency of water for drinking and domestic purposes, and when we see great cities compelled to cut off their water supply for more than half of every 24 hours, as several did during the drought of last year, it seems hopeless to rely solely upon flushing for the harmlessness of our sewers, since it is obvious that when most needed the system almost invariably breaks down.

There is less excuse in this respect for such towns as are contiguous to the sea; and I have very little doubt that in years to come these towns will value their potable water far too highly to pour it into their closets and sewers, and that a separate service of sea-water, which can be had for the pumping, will be utilized for all such purposes. For a town on the sea coast to pay large sums annually for the careful collection of fresh water from sources uncontaminated by sewage, the still more careful filtering of this water through immense filter beds, which are renewed at frequent intervals, and for its subsequent conveyance in closed conduits for several miles, only to discharge it *into foul sewers, is to my mind a most strange* policy, and I firmly believe that were any sea coast town to undertake to supply all water closeted houses, public urinals, &c., with sea water for flushing purposes, it would prove a sound financial undertaking, would render the condition of the sewers and *pari passu*, the health of the town, independent of drought or other climatic conditions, and would relieve many a town of the pressing anxieties incident upon the occurrence of a water famine.

Seeing that it is an admitted fact that the sewers of this Borough are most inadequately flushed I would urge upon the Sanitary Authority the desirability of giving the scheme of the Surveyor for the pumping and utilization of sea-water their most earnest consideration, for I do not feel justified in recommending the use of such quantities of potable water for the purposes of sewer-flushing as are undoubtedly necessary to secure the desired result. What this quantity should be, may be gathered from the fact that at Bournemouth, with a population of 42,000 and a death rate of only 10.09 per housand, the Sanitary Authority use as much as 500,000 gallons of sea-water a day during the summer months, for the purposes of sewer flushing and street watering.

EXTRACT FROM A LECTURE BY THE MEDICAL OFFICER OF HEALTH, HONGKONG, 9TH APRIL, 1897.

Salt was also an important disinfectant. It not only acted as a preservative for foodstuffs, but had a prejudicial effect on pathogenic bacteria, and one of his pet schemes for the sanitary improvement of any city within reasonable distance from the sea was the flushing of all the sewers and the watering of all streets and lanes with sea water. Perhaps he would live to see that scheme carried out even in Hongkong, for he was convinced it would be a material benefit to the public health. The preservative and antiseptic qualities of salt had been recognised from the earliest times.

At the close of the lecture Surgeon-Colonel Evatt, referring to the remark made by Dr. Clark as to the flushing of drains with sea water, gave a brief account of the Hermite system, by which free chlorine is liberated from salt water by passing a current of electricity through it and a valuable disinfecting fluid obtained. Shortly before he left England this system was adopted at Netley, with the result that the rats all left the place and everything was delightfully sweet. The Governor of Bombay had recently ordered the adoption of the same system at Bombay.

"THE YELLOW DWARF."

Saturday night saw the last performance of the Amateur Dramatic Club's Pantomime at the Theatre Royal and the house was crowded. The races afforded ample scope for Messrs. Sexton and Caldwell to add to their stock of jokes and local "hits" and of this they took full advantage, repeatedly bringing down the house with some witty reference to owners, horses, or events which occurred at the race meeting. The weather too, as was to be expected, was duly noticed, the king remarking, as he and his spouse swung into the transformation scene on an anchor, that the dampness forcibly reminded him of the first race day. The racing getup of the royal pair was exceedingly good. The *pas de six* dance came off in jockey dress, the colours of the principal owners being displayed to full advantage. There appeared to be something wrong however with the riding boots worn by the dancers for it was difficult to make out from the front exactly what style of footgear they were intended to represent.

Mrs. Fullerton and Miss Murray Bain were both in capital voice and received well merited applause for their charmingly rendered songs. We were very pleased to see that on the fall of the curtain the Stage Manager, Mr. E. W. Mitchell, was called to the front. He has by far the most difficult, and at the same time the most thankless, part in the show, spending hours in patiently arranging matters for which but little credit is, as a rule, gained. To Mr. Mitchell the public of Hongkong are under deep obligations for the treats which he affords them and we trust that he will long be enabled to be the moving spirit in our A. D. C., for his place would be difficult to fill. We bid farewell to "Yellow Dwarf" with regret. It has been one of, if not the most successful amateur pantomime produced in the Colony.

THE WAR IN THE PHILIPPINES.

GREAT FIRE IN PACO.

NEWS FROM ILOILO.

(From our own Correspondent.)

MANILA, February 22nd.

With the exception of occasional firing in General King's division at San Pedro Macati, there is practically nothing to record in the way of news from the front. It is a singular fact that stray shots from the Philippinos have claimed more victims than in other cases. On Tuesday, two Americans were killed and four wounded by this means.

Three companies of the Washington Regiment in this division made a flank move on the enemy on the right of San Pedro. The Philipinos were taken somewhat by surprise. A hot engagement ensued in which twenty-five of them were killed and more wounded. The casualties on the American side were two killed and five wounded.

General King sent out an expedition on Monday afternoon consisting of two companies of the Washingtons to rid the wards in front of the American lines of the enemy's sharpshooters who had been continually firing at the division headquarters for the last few days. The scouting party was led to a Philipino outpost which was held by three companies. On seeing the Americans advance the Philipinos made a charge but were speedily driven back by the effective firing of the Americans. When it was known at headquarters that the expedition was having a brush with the enemy, two companies of the California regiment were sent out as reinforcements. The Philipinos, however, rallied and in spite of the American force having just than been strengthened, made another desperate charge on their enemies. A close fight followed. The Philipinos, perceiving that they were getting the worst of it retreated, vacating their outpost, leaving too killed on the field. The American loss was two killed and four wounded.

On Monday night the people in the city were greatly startled by streams of flames in the direction of Paco, indicating that an immense fire had broken out. It appears that about 8 a.m. a fire broke out in a native hut. A very strong breeze was blowing at the time and the flames quickly spread to neighbouring dwellings and in a comparatively short space of time the outbreak had assumed alarming proportions. All efforts to combat the conflagration were in vain. The fire brigade was utterly unable to cope with the outbreak and the progress of the fire was only checked when it reached an open space. The quarters of two companies of the Washington Regiment which was stationed in the vicinity narrowly escaped being burnt, the saving of the barracks was due to the prompt action of the soldiers who pulled down the huts etc. in the neighbourhood and thus placed their quarters out of danger. It is estimated that over 200 dwellings, including some of the better constructed houses, were gutted and the loss must have been tremendous.

The outbreak is attributed to the work of Philipino emissaries or sympathisers. Evidence to this effect is not wanting. The occupants of an eating house say that the fire first broke out in their premises. The place was tenanted by an old lady with her two daughters *mestizas* and they had done considerable trade with American soldiers quartered in the vicinity. Consequently, they were on good terms with the Americans and were proportionately disliked by Philipinos. They say that on Monday evening, two men, dressed in the costume of native women, came into the back part of the premises used abusive language to them on account of their dealings with the Americans and then set the house on fire, insulting and jeering at them all the time, saying that the same treatment would be accorded everybody who had anything to do with the Americans. In a few moments the shanty was in a big blaze, but the troops in the vicinity were getting the better of that, when two fresh blazes broke out in different parts of Paco. A stiff breeze was blowing at the time and it was utterly hopeless to prevent the spread of the flames among the matchished huts and timber buildings.

The *Newport* has arrived here with despatches from Iloilo. On 16th General Miller's forces occupied the town of Santa Barbara, in the island of Panay, some distance from Iloilo. The inhabitants of the island have, of their own accord, hoisted the American flag on the principal city, Bacolod, and requested General Miller to send, an American force to take possession of the island. As General Miller's instructions do not include Negros, he has submitted the situation there to General Otis.

With a view to being annexed by America a commission from the island of Negros came by the *Newport* to request General Otis to take possession of the place. This commission consists of Lucson, President of the republic, Lizarraga, Secretary, and two others. Interviewed, they said that the inhabitants of Negros wished to become part of the United States. They could not guarantee anything with regard to the other islands but said that they would use their influence.

To-day, the Nebraska men had another chase after the enemy. Companies D. L. K. F. and M. left the Santolan water works about three o'clock in the morning and moved southward in the direction of a large band of Philipinos. Companies B. and H. with two Utah Artillery guns were sent out to co-operate with this movement. After two miles marching, the party were fired upon by concealed Philipinos. It took but a few well directed charges to flank the insurgents and force their retreat. The Nebraskas chased them over the hills and rocks killing about twenty and capturing a number of rifles. Three Nebraska men were wounded.

February 24th.

At about 7 p.m. yesterday a fire broke out in a large Chinese house in the Santa Cruz district and spread rapidly, scores of houses being consumed. The flames were not got under until half an hour after midnight when another fire broke out in the Tondo district. When the fire brigade reached the scene of the conflagration they were fired upon from the houses by the Philipinos and a general engagement ensued, several Americans and Philipinos being wounded. The Philipinos cut the fire hose in five or six places and the fire was consequently allowed to run its course. The fire in Santa Cruz, it is said was started by the Philipinos in revenge owing to himmen from that district having given information to the American authorities. The Tondo fire is said to have arisen from the same cause.

There was a hot engagement at aloocan yesterday morning, the ships taking part in it. The firing could be plainly heard in the town but as yet no details are to hand.

HONGKONG'S OLDEST RESIDENT DIES.

Hongkong's oldest European resident, Mr. Patrick Fitzpatrick O'Toole, died at the Government Civil Hospital yesterday afternoon at the age of 86. Deceased came to the colony in the forties with Mr. Charles May, Superintendent of Police and remained in the Government service, first as police inspector and then as inspector of markets until 1867, when he was pensioned off. After this he was in business at Hoihow for a few years, but returned to the Colony again. Latterly he became somewhat feeble-minded and had to be taken to the Hospital.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before Sir J. H. Carrington, Kt., C.M.G., Chief Justice, and Mr. Justice Wise, Puisne Judge).

February 27th.

HARDOON APPELLANT, BELILIOS RESPONDENT.

This was an appeal from the judgment of the court in its original jurisdiction, which was delivered on the 19th of May last, when judgment was given against E. A. Hardoon, who brought an action against the Hon. E. R. Belilios, contending that the latter was the true owner of certain shares and was liable by agreement or otherwise to indemnify him in respect of all calls on the shares.

The Hon. H. E. Pollock, who appeared for the appellant, said that as regarded the facts they were practically satisfied with the judgment of the court below. There was only one point which he might mention in this connection. As was pointed out by the judgment of the court below, the petition stated in paragraph 3 that plaintiff Hardoon sold the shares and executed a blank transfer for them. Further it was pointed out by the court that from the evidence it appeared that plaintiff was only himself the nominal holder of the shares which were taken in his name by his then employers Messrs. Benjamin and Kelly. He never had in his possession any certificate whatsoever for the shares. He was simply the bare trustee—the dummy in whose name these shares were put.

The Chief Justice—I think that is clear enough on the evidence.

Mr. Pollock, continuing, said his contention was that this was a case of trustee and *cestui que* trust, and that the ordinary rule must apply which had been applied by courts of equity in many cases—that was that the *cestui que* trust must indemnify the trustee for calls made upon shares belonging to the *cestui que* trust. Mr. Pollock went on to deal with the judgment of the court below, and pointed out in what respects he considered that that judgment was open to question.

Case proceeding.

NOTES FROM HOME PAPERS.

BRITISH COLUMBIA.

A party of Chinamen has just arrived at Vancouver from Betal Creek, British Columbia, where they have been gold mining. They are highly satisfied with the results, and show nuggets ranging in value from $1,000 to $10,000.

ANOTHER GIANT STEAMER.

A shipping paper announces that before the *Oceanic* was launched at Belfast a competing Transatlantic company had given orders for the construction of a steamer which will exceed even the *enormous proportions* of the new White Star liner. Particulars cannot at present be announced, but it may be stated that all the details of the design are being got out, and in the course of the next few months the contract will be let.

WARSHIPS IN COLLISION.

As Her Majesty's ship *Collingwood* was entering Devonport Harbour on 20th ulto. she ran into and seriously damaged the sea-going training ship *Curacoa*. The latter heeled over, but recovered, and was afterwards taken into harbour and docked for repair. The *Collingwood* was practically uninjured. The docking of the *Curacoa* was attended with great difficulty. She was found much more injured than was supposed. All her boats on the starboard side were damaged, and one was smashed beyond repair. The davits were bent, and the deck fittings torn away. The greatest damage was abaft the 6in. gun sponson, where the ram made a large hole in her plating, and dislodged part of the sponson.

PRINCE HENRY ON THE BRITISH.

Dr. Rutherford Harris is telling a capital story about Port Arthur and Wei-hai-Wei. While Prince Henry of Prussia was in that part of the world, he said to an English admiral: "There is no one like you English. I see you are going to have a big say in China. I have been to Port Arthur, and I find the Russians spending untold wealth there, mounting 150 guns, and multiplying her garrison. I go to Wei-hai-Wei, and I find British officers—tranquilly, because strong—laying out a cricket pitch. The future is yours."

COLONIAL APPOINTMENTS.

The Queen has been pleased to approve the following appointments:—The Right Honourable Earl Beauchamp to be Governor and Commander-in-Chief of the Colony of New South Wales, in succession to the Right Honourable Viscount Hampden, G.C.M.G., who will shortly resign that post.—Sir William MacGregor, M.D., K.C.M.G., C.B., late Lieutenant-Governor of British New Guinea, to be Commander-in-Chief of the Colony of Lagos, in succession to Lieut.-Colonel Sir H. E. McCullum, R.E., K.C.M.G., recently appointed Governor of Newfoundland. Earl Beauchamp is one of the youngest men who have in recent years been appointed to a Colonial Governorship. He was born in February, 1872, so that he is not twenty-seven years of age.

MR. ROBERTSON'S WILL.

Mr. William Robertson, of Newlyn, Eton-avenue, Hampstead, and of Midlon-road, Ayr, N.B., and of Boyd and Co. (Limited), of Shanghai, engineers and shipbuilders, who died on Nov. 8th last, aged sixty-four, left personal estate in England and Scotland valued at £64,837, including £31,000 in Boyd and Co. (Limited), £10,000 in Chinese Imperial Government Loan, and £6,782 with the Hongkong and Shanghai Banking Company. The executors of the late Mr. Robertson's will are his brother James Robertson, of Edinburgh, contractor; John Carrick Smith, of Nagasaki, Japan, merchant; Herbert Joseph Stockton, of 16, Philpot-lane, merchant; and Charles William Hay, of Nagasaki, engineer.

DEVELOPMENT OF KIAO-CHOW.

In a communication to the *Kölnische Zeitung* a German resident at Kiao-chow refers to the attacks which have been made on the German Administration, the tireless activity of which he, on the contrary, warmly praises. With but a few pioneers, he says, the Germans have already performed marvels in building streets and bridges. All the expectations of the Government have hitherto been fulfilled. The Carlowitz Company's Expedition and that of the Disconto Gesellschaft have returned from the interior, where they have discovered an inexhaustible bed of anthracite in territories lying within the German sphere of interest.

NEW EXPEDITION TO THE PHILIPPINES.

Great interest is taken in a scientific expedition that has been organised to explore certain islands in the Philippine group. The conduct of the expedition has been entrusted to Mr. John Whitehead, who has added so much to our knowledge of the zoology of the Philippines, and who has offered to return to the island in order to continue his researches on a ground which he knows so well and in which he takes such great interest. Mr. Whitehead's previous explorations were confined mainly to the island of Luzon. On this occasion he proposes to visit the southern islands, especially the great island of Mindanao, and should he succeed in penetrating into the mountains very valuable and interesting results are confidently expected. If he is compelled by force of circumstances to abandon his journey in Mindanao, he proposes to explore Formosa, Hainan, or the high mountains on the Siamese side of the Malay Peninsula.

OBITUARY.

The death is announced of General Annenkoff, the constructor of the Transcaspian Railway, and by whom the idea of a trans-Siberian Railway from European Russia to the Chinese frontier was also largely evolved and suggested. He was, indeed, as a well-known writer says, "A kind of Napoleon of railway-making." His reply to a question with regard to the opening of the Central Asian Railway was characteristic. He was asked, "So you opened your railway on the right day, notwithstanding the rain, which was said to have washed away part of the line?" "When I fix a day," replied the General, "for opening a line, it is opened on that day, come rain or storm." General Annenkoff strongly advocated the project of an Anglo-Russian junction line. "We could make a branch from Merv to Herat without difficulty," he remarked, "if you would run your railway on from Pishin to Candahar to meet our line at Herat. If that was done I would undertake to deliver your reliefs, officers and men, for India at Candahar in nine days after leaving London."

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.08	30.00
Thermometer	69	69
Humidity	77	79
Rainfall	—	—

TO-DAY.

Monday, 27th February, 1899.

Chinese—*18th of 1st moon of 25th year of K'wang-sü.*

Sun—*Rises* 6hr. 13min.
Sets 5hr. 47min.
High water—*Morning* 10hr. 12min.
Afternoon 9hr. 58min.
Low water—*Morning* 4hr. 1min.
Afternoon 3hr. 49min.

ANNIVERSARIES.

1842—The establishment of the Superintendent of Trade removed from Macao to Hongkong.
1853—End of the Kaffir War. British Kaffraria annexed.
1876—Treaty of peace between Japan and Korea.
1879—The barque *Forget-me-not* lost in Chefoo harbour.
1880—British defeated at Majuba Hill.
1882—A farewell banquet given to Sir J. Pope Hennessey by the Tung Wa Hospital Committee.
1887—Evacuation of Port Hamilton by the British.
1897—Indian Relief Works supporting 3,141,000 persons.

TO-MORROW.

Tuesday, 28th February, 1899.

Chinese—*19th of 1st moon of 25th year of K'wang-sü.*

Sun—*Rises* 6hr. 14min.
Sets 5hr. 46min.
High water—*Morning* 10hr. 31min.
Afternoon 10hr. 32min.
Low water—*Morning* 4hr. 20min.
Afternoon 4hr. 28min.

ANNIVERSARIES.

1851—Pitched battle in Aberdeen Bay, Hongkong, between pirate junks and Chinese gunboats.
1876—Capture of the Sulu capital by the Spaniards.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian *(Omi Maru)* to-morrow.
Indian *(Kutsang)* 3rd prox.
English *(Chusan)* 4th prox.
German *(Bayern)* 7th prox.
American *(City of Rio de Janeiro)* 8th prox.
American *(Coptic)* 11th prox.

* * *

THE N. P. S. S. Co.'s steamer *Victoria*, sailed from Yokohama for Tacoma yesterday, the 26th instant.

* * *

WE are informed that the Austrian Lloyd's S. N. Co.'s steamer *Astria*, left Moji for this port yesterday, the 26th instant.

* * *

THE P. & O. S. N. Co.'s steamer *Chusan* with the outward English Mails, left Singapore for this port at 8 a.m. to-day, the 27th inst., and is due here on the 4th proximo at about 1 p.m.

* * *

THE Agents (Messrs. Jardine, Matheson & Co.) inform us that the Company's steamer *Kutsang* from Calcutta and Straits, left Singapore for this port at 4 p.m. on Saturday, the 25th instant.

* * *

THE P. M. S. S. Co.'s steamer *City of Peking* with mails, etc., which left hence January 26th for San Francisco, *viâ* Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 23rd instant.

* * *

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro* with mails, etc., from San Francisco to the 2nd inst., *viâ* Honolulu, has arrived at Yokohama, and will leave for this port *viâ* Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow morning, the 28th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

H.I.G.M.S. Kaiser	at	Kowloon	Dock.
Athenian	"	"	"
Isla de Cuba	"	"	"
Isla de Luzon	"	"	"
Hud	"	"	"
H.I.G.M.S. Wilhelm	"	"	"
Trym	"	"	"
H.I.G.M.S. Moewe	"	"	"
U.S.S. Monterey	"	"	"
H.M.S. Fame	"	"	"
Taicheong	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Phra Nang	"	"	"
Phra Chom Klao	"	"	"

PASSED THE CANAL.

Outward—Feb. 3rd *Chingwo, Indravelli, Prometheus, Anapa*; Feb. 7th *Harperley*; Feb. 10th *Glenfarg, Nurnburg*; Feb. 14th *Bayern, Pyrrhus, Elphinstone, Tientsin*; Feb. 17th *Varra*; Feb. 21st *Babelsberg*.

Homeward—Feb. 17th *Japan, Asturia, Mogul*; Feb. 21st *Diomed*.

Masonic.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 28th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th February, 1899. [259a

Intimations.

LADIES RECREATION CLUB.

TO MEMBERS ONLY.

BY kind permission of H.E. Admiral VON DIEDRICKS, Capt. STUBENRAUCH and Officers of S.M.S. "KAISER" the band will play at the CLUB, TO-MORROW, the 28th instant, from 3.30 to 6 P.M.

J. G. TURNER,
Hon. Sec.

Hongkong, 25th February, 1899. [265a

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be resumed on MONDAY, the 6th March.

For Terms, for Boarders or Day Scholars, apply to

THE HEADMASTER.

Hongkong, 23rd February, 1899. [261a

BANQUE DE L'INDO-CHINE.

THE OFFICES of this BANK have been REMOVED This Day to the New Building, on Connaught Road, Praya Reclamation.

J. G. F. AUGUSTIN,
Manger.

Hongkong, 25th February, 1899. [267a

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"

ACCOUNT OF THE

1899 RACE MEETING

will be produced in PAMPHLET FORM containing PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number will be printed.

Send Orders early to

The Manager,
"HONGKONG TELEGRAPH" OFFICE,
Pedder's Hill.

Hongkong, 23rd February, 1899.

LIGHT YOUR LAMPS WITH "SNOWFLAKE" KEROSINE OIL

150°

which gives a very Brilliant Light and does not emit a bad odour as other inferior brands of oil.

H. RUTTONJEE,
13 & 15, D'Aguilar Street,
Hongkong, and
21 & 22, Elgin Road, Kowloon.

Hongkong, 24th January, 1899. [116a

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.

ANNUAL SALE, SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Mangers.

Hongkong, 27th February, 1899. [272a

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY,
Having connexion with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO,
VENICE and TRIESTE, all MEDITTERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD,

ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain Delaya, will be despatched as above TO-MORROW, the 28th instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 27th February, 1899. [260a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th February, 1899. [246a

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"SIKH,"

will be despatched as above on or about the 27th instant.

S.S. "ARGYLL" About 11th Mar., 1899.
S.S. "MACDUFF" ... " 31st Mar., 1899.
S.S. "GHAZEE" " 15th April, 1899.

For Freight or Passage, apply to
DODWELL & CO., LIMITED.
Agents.

Hongkong, 6th February, 1899. [5a

FOR NEW YORK (DIRECT).

THE Steamship

"KENMORE,"

Captain Ellis, will be despatched for the above Port on or about the end of February.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 12th January, 1899. [10a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, COCHIN, SUEZ, PORT SAID, MARSEILLES AND LONDON.

THE Company's Steamship

"OOPACK,"

J. Barber, Commander, will be despatched as above on or about the 1st March.

For Freight, &c., apply to
HOLIDAY, WISE & Co.,
Agents.

Hongkong, 13th February, 1899. [213a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship

"WUHU,"

Captain Benson, will be despatched as above on FRIDAY, the 3rd March.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th February, 1899. [273a

"GLEN" LINE OF STEAM PACKET.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Gedye, will be despatched as above on or about the 10th March.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th February, 1899. [205a

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MOYUNE,"

Captain Conradi, will be despatched for the above ports, on or about the 20th March.

To be followed by the
"LIV,"
Captain Jacobs, sailing about 15th April.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th February, 1899. [245a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Kock, will be despatched as above on MONDAY, the 20th March, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardness and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *Vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th February, 1899. [266a

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	NAGASAKI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 1st March, at 4 P.M.
J. MacKenzie.....		
YAMAGUCHI MARU.....	NAGASAKI (DIRECT)	WEDNESDAY, 1st March, at 4 P.M.
J. F. Allen		
HITACHI MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	THURSDAY, 2nd March, at 4 P.M.
C. Hillcoat.....		
OMI MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 3rd March, at 4 P.M.
.....		
WAKASA MARU	MARSEILLES, LONDON, ANTWERP & BREMEN, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	TUESDAY, 14th March, at 4 P.M.
J. B. Macmillan		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 27th February, 1899. [6

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898. [1399

STANDARD OIL COMPANY
OF NEW YORK.
THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

1300] ORDERS SOLICITED and LOWEST PRICES QUOTED.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a CURE for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS,

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896. [39

THE LEADING CATERERS,

COMPARE OUR

MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.

"JEYES' FLUID"
THE BEST DISINFECTANT

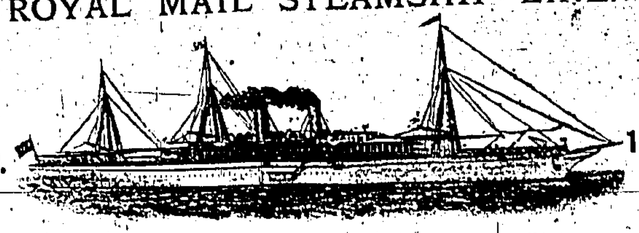
DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 15th Mar., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World; the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.—[3—

Hongkong, 15th February, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 4th March, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 30th March, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 25th April, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th March, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY in payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 9th February, 1899. [1310

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—

Miiki Coal Mines.
Ohmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegatuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 18th February, 1899. [5

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle...	3,759	J. McGillivray...	Mar. 21.
Olympia...	2,837	J. Truebridge ...	April 1.
Victoria ...	3,502	J. Panton.....	April 25.
Tacoma ...	2,811	A. Dixon.....	May 13.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox	3,677	Williamson	Mar. 11.
Columbia	2,976	N. Moncur.	April 15.
Monmouthshire	2,874	W. A. Evans	May 6.
Lennox	3,677	Williamson	June. 3.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 18th February, 1899. [4

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET,"

Fraser, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 23rd January, 1899. [533

Mails.

NORTH GERMAN LLOYD. HAMBURG-AMERICA LINE.

(Freight Service.) *(East Asiatic Service.)*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SILESIA.....	HAVRE, HAMBURG/BREMEN.	About 15th March.	Freight and Passage.
Behrens	(LONDON with transhipment in HAMBURG)		
SUEVIA	HAVRE, HAMBURG/BREMEN.	About 22nd March.	Freight.
Foerck	(LONDON with transhipment in HAMBURG)		
WITTENBERG ..	HAVRE, HAMBURG/BREMEN.	About 30th March.	Freight.
Madsen	(LONDON with transhipment in HAMBURG)		
IRNBERG	HAVRE, HAMBURG/BREMEN.	About 8th April.	Freight.
V. Binzer	(LONDON with transhipment in HAMBURG)		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents. [981

Hongkong, 11th February, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 14th March, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 8th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 2nd May, at Noon.

THE U.S. Mail Steamship

"CITY RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU, on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 21st February, 1899. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King.....			Mar. 15
Carmarthenshire...			Mar. 31
Carlisle City			April 15

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 15th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight, Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 17th February, 1899. [1330

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS, IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen	Wednesday	1st March.
Bayern.....	Wednesday	29th March.
Prinz Heinrich...	Wednesday	26th April.
Preussen	Wednesday	24th May.

ON WEDNESDAY, the 1st day of March, 1899, at 9 A.M., the Company's Steamship "SACHEN," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 1st February, 1899. [154a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 21st March, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 15th April, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 11th May, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 21st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 27th February, 1899. [2

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